

(ESTABLISHED 1881.)

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons.
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. from the Company's, Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

CHANGE OF WHARF.
Commencing on and after the 1st January next, both Macao Steamers will use the WING
LOK WHARF.

CANTON-MACAO LINE.
S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton at the same days at 8 a.m.

Friday, at about 6 A.M., and the other leaves Whampoa for Canton on the same day at 6.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On **SUNDAY 2nd January**

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.
Departure from Macao at 5 P.M.
Popular Excursion Rates as usual.
Machado's String Band will play selections of Music during the trip.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel

Hotels.

HONGKONG HOTEL

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Hongkong, 21st June, 1907. Manager, []

FOR

LUXURY AND COMFORT

FRESHNESS AND EXCELLENT

CUISINE

STAY AT—

... ..

THE GRAND CARLTON HOTEL

ASTOR HOUSE

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine and

L. GAMEAU,
Proprietor.
N. BLUMENTHAL,
Manager.

(continued)

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

[illegible]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

KUDAT and SANDAKAN..... { "BORNEO" } THURSDAY,
Capt. F. Sembill 8 A.M. 31st DecemberMANILA, YAP, FRIEDRICH
WILHELMSHAFEN, SIMPSON
HAFEN, SAMARAI, SYDNEY
MELBOURNE { "PRINZ WALDEMAR" } THURSDAY,
Capt. Jacke 5 P.M. 31st December.SHANGHAI, NAGASAKI, KOBE { "PRINZ EITEL FRIEDRICH" } THURSDAY,
and YOKOHAMA Capt. E. Malchow Noon, 31st December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th December, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL,
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, SYDNEY Rebutat 4th Jan./09, P.M.
MARSEILLES, VIA PORTS ERNEST SIMONS Girard 5th Jan./09, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA POLYNESIE Broc 18th Jan./09, P.M.
MARSEILLES, VIA PORTS TOMKIN Charbonnel 19th Jan./09, at 1 P.M.Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from
Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,
ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 24th December, 1908.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	SHANGHAI	2nd half Dec.	JAVA	2nd half Dec.
TJIMAH	JAVA	1st half Jan.	SHANGHAI	1st half Jan.
TJILIWONG	JAPAN	1st half Jan.	JAVA	1st half Jan.
TJIKINI	JAVA	2nd half Jan.	JAPAN	2nd half Jan.
TJILATJAP	JAVA	1st half Feb.	SHANGHAI	1st half Feb.
TJIBODAS	JAVA		JAPAN	

The Steamers are all fitted throughout with Electric Light and have Accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,
Hongkong, 14th December, 1908.WEST RIVER BRITISH STEAMSHIP
COMPANIES.

HONGKONG-WUHOH LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These Steamers have Excellent Saloon Accommodation, and are Lighted Throughout by
Electricity.THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS
VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH S.S. COMPANIES

Sailing 24th March, 1909.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft. bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 3 hours.THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.The plant and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).Two powerful Twin Screw Tugs are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 25 tons.Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.Tenders will be made up when required and the workmanship and material will be
guaranteed.The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codos A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These super steamers carry (the French Mail) are fitted throughout with Electric Light
and Fans and were specially built for this trade. Excellent cuisine.The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite
Shameen.For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton,
or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON MACLEOD & Co., Hongkong.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.Gentlemen's Shirts made to order, and Collars
and Cuffs remade on old ones.Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools
who are taught by the Sisters

Hongkong, 22nd April 1908

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

15, QUEEN'S ROAD CENTRAL

From the University of Pennsylvania, U.S.A.

Hongkong, 15th April, 1904.

THE SOUTH MANCHURIAN
RAILWAY.

TRADE OF TAIREN AND NEWCHANG.

Mr. Nonomura, a Director of the South
Manchurian Railway Company, in an inter-
view, is reported to have made the following
remarks:—"Of the various branches of business under-
taken by the company it is the railway and the
Fushun coal mine which yield the largest
profit. Some of the other enterprises can bare-
ly make both ends meet, while others are un-
dertaken at a considerable loss to the company.
The company, however, is prepared for this,
and herein lies the reason why the company is
regarded generally with so much importance.
For instance, the regular steamship line
between Tairen and Shanghai is run at an
annual loss of more than ¥100,000 to the com-
pany. We are so anxious to develop Man-
churia that we are willing to sacrifice immediate
gain for the sake of future good and our efforts
are slowly but steadily bearing fruit. The same
may be said of the hotels run by the company.
Unless there be decent hotel accommodation
no travellers will be attracted to Manchuria,
in the interior also the company is doing
much towards the development of the towns.
This year the company has laid out a sum of
¥350,000 on the construction of roads at
Fiehling, Liaoyang, Kaiping, and other places,
and gradual extensions of similar improvement
will be carried out. Schools and hospitals are
now being built at Fiehling, Chungchun, Muk-
den, etc., under the control of the company.
The present Japanese population in these
places numbers 35,000, an increase of 2,000
compared with the end of March last."The construction of the Chuochun-Kirin
Railway will be commenced next year as soon
as the cold season is over. When this line is
completed it is expected that the value of mer-
chandise imported to and exported from the
Suigari regions will increase to several times
the present amount. At present the value of
imports to Kirin does not exceed six million
yen annually, the principal goods being cotton
fabrics, salt, sugar, kerosene, etc. Exports in-
clude tobacco, hemp, cereals, etc., the total
value being roughly estimated at ¥4,500,000.
The financial condition of the Antung-Muk-
den Railway is, on the whole, satisfactory,
though it has not yet been placed on a
self-supporting basis. The daily average
receipts at present are returned at ¥1,200,
compared with a daily revenue at the corre-
sponding period last year of only ¥650. The
quantity of goods carried over the line is in-
creasing and its future prospects are encourag-
ing. Last year the railway sustained a loss of
¥500,000, but this year's deficit will be no
more than ¥200,000."Continuing, Mr. Nonomura referred to the
relative trading importance of Tairen and New-
chwang. The latter, as the oldest trading port
in Manchuria, is equipped with the necessary
commercial machinery and is superior to Tairen
in some respects. But Tairen has of late years
been making much progress. Such industrial
firms as the Mitsui Bussan and the Okuragumi
are now represented in the port. The total value
of exports from Newchwang in 1907 amounted to
¥29,498,000 and that of imports to ¥35,197,000,
a total of ¥64,695,000. The exports and im-
ports of Tairen, on the other hand, amounted to
¥15,476,000 and ¥29,473,000 respectively, a
total trade of ¥44,949,000. So that Tairen's
trade for 1907 was ¥19,747,000 less than that
of Newchwang. The trade of Tairen, however,
is making rapid progress. The total value of
imports and exports at the port for the first half of
this year had reached over 37 million yen. The
principal articles of export are beans,
bean-cake, drugs, etc., while those of import
comprise cotton-yarn, cotton fabrics, flour,
kerosene oil, cigarettes, rice, and timber. A
keen competition is going on in the tobacco
and cigarette trade, the lines competing being
Japanese, American, British, Egyptian, and
Russian. The sale of Japanese tobacco and
cigarettes in South Manchuria amounts to
¥1,500,000 or ¥1,000,000 in value. Re-
garding flour, the American product
claims the lion's share of attention, while
in cotton fabrics American, British, and
Japanese share nearly equally. In cotton
yarn the Indian article dominates the market,
the amount of its import being something like
twenty times that of Japanese yarn. Re-
garding kerosene oil, the market is monopolised
by the Standard Oil Company. An analysis
of these trade returns, says Mr. Nonomura, will
reveal the interesting fact that the principle of
the open-door and equal opportunity in South
Manchuria is in actual operation.In conclusion, Mr. Nonomura touches
on the condition of the Fushun coal-trade.
The demand for Fushun coal in the in-
terior is fast increasing. The company is
now engaged in a trial sale of coal at
Cheloo and other southern districts. Hitherto
the railway freight between Chungchun and
Harbin had been ¥4 per ton, but it was reduced
to ¥3.10 in the middle of November, with the
result that the demand for Fushun coal for in-
dustrial purposes at Harbin and neighbourhood
is increasing, and the company is already in
receipt of some large orders. This circum-
stance, together with the prospective opening-
up of the market in Korea and South China,
makes the future of the company's coal indus-
try very promising.—Japan Chronicle.GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask
ex Factory.In Bags of 50 lbs. net \$3.45 per Bag
ex Factory.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 17th August, 1904.

WEATHER FORECAST AND
STORM WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast in front of the Water Police Station at
Tsim Sha Tsui for the information of masters
of vessels leaving the port. They do not
necessarily imply that bad weather is expected
here:—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and 1-1 UM below indicates a Typhoon to the North-East of the Colony.
 3. A DRUM indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
 7. A BALL indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.Black Signal indicate that the centre is
believed to be less than 300 miles away from
the Colony.The above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions that
information regarding them is considered to
be of importance to the Colony or to ship-
ping leaving the harbour.These signals are repeated at the Harbour
Office, H.M.S. Tamar, Green Island Signal
Mast, and the Flagstaff on the premises of the
Hongkong and Kowloon Wharf and Godown
Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected
that the wind may increase to full typhoon
force at any moment, the following Urgent
Signal will be made: at the Water Police
Station, and repeated at the Harbour Office:—THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.A Black Cross will be hoisted at the same
time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibi-
ted from the Flagstaff on the roof of the Water
Police Station at Kowloon, the Harbour Office
Flagstaff, and H.M.S. Tamar.I. Three Lights Vertical, Green Green Green,
indicates that a typhoon is believed to be
situated more than 300 miles from the Colony.II. Three Lights Vertical, Green Red Green,
indicates that a typhoon is believed to be
situated less than 300 miles from the Colony.III. Three Lights Vertical, Red Green Red,
indicates that the wind may be expected to
increase to full typhoon force at any moment.No. III. Signal will be accompanied by the
Explosive Bombs, as above, in the event of the
information conveyed by this signal being first
published by night.These Night Signals will be substituted the
Day Signals at sunset, and will, when
necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing
Ocean Vessels, a Cone will be exhibited at
each of the following stations during the time
that any of the above Day Signals are hoisted
in the Harbour.

Gap Rock	Abandon
Waglan	See H. Wan
Stanley	See King
Cape Collinson	See Tan Kai
	Tai Po

This will indicate that there is a depression
somewhere in the China Sea, and that a Storm
Warning is hoisted in the Harbour.Further details can always be given to Ocean
Vessels, on demand, by signal from the light
houses.F. G. Field,
Director.

30th July, 1908.

Intimation.

Powell's

ALEXANDRA BUILDINGS.

ARE
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507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 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2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 3099, 3101, 3103, 3105, 3107, 3109, 3111, 3113, 3115, 3117, 3119, 3121, 3123, 3125, 3127, 3129, 3131, 3133, 3135, 3137, 3139, 3141, 3143, 3145, 3147, 3149, 3151, 3153, 3155, 3157, 3159, 3161, 3163, 3165, 3167, 3169, 3171, 3173, 3175, 3177, 3179, 3181, 3183, 3185, 3187, 3189, 3191, 3193, 3195, 3197, 3199, 3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345, 3347, 3349, 3351, 3353, 3355, 3357, 3359, 3361, 3363, 3365, 3367, 3369, 3371, 3373, 3375, 3377, 3379, 3381, 3383, 3385, 3387, 3389, 3391, 3393, 3395, 3397, 3399, 3401, 3403, 3405, 3407, 3409, 3411, 3413, 3415, 3417, 3419, 3421, 3423, 3425, 3427, 3429, 3431, 3433, 3435, 3437, 3439, 3441, 3443, 3445, 3447, 3449, 3451, 3453, 3455, 3457, 3459, 3461, 3463, 3465, 3467, 3469, 3471, 3473, 3475, 3477, 3479, 3481, 3483, 3485, 3487, 3489, 3491, 3493, 3495, 3497, 3499, 3501, 3503, 3505, 3507, 3509, 3511, 3513, 3515, 3517, 3519, 3521, 3523, 3525, 3527, 3529, 3531, 3533, 3535, 3537, 3539, 3541, 3543, 3545, 3547, 3549, 3551, 3553, 3555, 3557, 3559, 3561, 3563, 3565, 3567, 3569, 3571, 3573, 3575, 3577, 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3911, 3913, 3915, 3917, 3919, 3921, 3923, 3925, 3927, 3929, 3931, 3933, 3935, 3937, 3939, 3941, 3943, 3945, 3947, 3949, 3951, 3953, 3955, 3957, 3959, 3961, 3963, 3965, 3967, 3969, 3971, 3973, 3975, 3977, 3979, 3981, 3983, 3985, 3987, 3989, 3991, 3993, 3995, 3997, 3999, 4001, 4003, 4005, 4007, 4009, 4011, 4013, 4015, 4017, 4019, 4021, 4023, 4025, 4027, 4029, 4031, 4033, 4035, 4037, 4039, 4041, 4043, 4045, 4047, 4049, 4051, 4053, 4055, 4057

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 30, 1908

STRAITS OPIUM REPORT.

The following leading article is reproduced from the *Singapore Free Press* of 24th inst.—

While it is borne in mind that practically half of the Colony's revenue may be involved in the particular policy that may be adopted by the Home Government in its reference to the anti-opium agitation in England the public of this Colony cannot be too vigilant in observing the attitude of the Colonial Office so far as that particular itself is made known. It is understood that it was telegraphed home just the other day that it was believed in this Colony that the strike withholding of permission to publish the Report of the Straits Opium Commission could only be explained on some unknown political grounds, as to which the suppression of the findings of the Commissioners, until it suited the purposes of the Home Government, seemed unnecessary. It is satisfactory to see that the Home Government has refrained from stooping so low as to gratify the agitators at home who clamoured for action in anticipation of the report of the Straits Opium Commission and of the International Opium Conference to be held at Shanghai early in February. Objections as the present Government are to non-finding, the scandal would have been too notorious if consent had been given to the claim of the anti-opium agitators to have formulated the deliberative findings of the Commission and the Conference by hasty means whose main motive was to urge the Government to refuse to wait for information

and act in ignorance lest the information so gained should stultify that action. Whether knavery or folly predominates in the impudent attempt of the agitation as expressed by the clique of members of Parliament who stand for it to bluff the Government into unconsidered action, we may leave to impartial observation to decide. Reuter now tells us that it is unlikely that any final step will be taken in reference to the Straits Opium Commission's Report until the conclusion of the Shanghai Conference. This appears to be reasonable, almost more reasonable than the servility of the Government to the agitation would have us to expect. But still we have no guidance as yet from the now completed Report of the Opium Commission of the Straits Settlements. In accordance with the views urged in this journal it has been telegraphed home that the belief in Singapore is that the delay in giving permission for the publication of the Report is due to political considerations. Reuter to-day has been instructed to say that "the suggestion that the publication of the Straits Opium Commission Report has been delayed for political reasons is unfounded." That is a disclaimer that is obviously worthless. The object is evidently to prevent the public of the Straits from learning what the Commission has reported on a matter affecting half of our revenue until some tactical condition in London has been satisfied to the detriment of the welfare of this Colony. As regards publication in London there is no matter of etiquette at stake at all. The Secretary of State is in possession of the Report, and therefore the Government is technically informed of the tenor of the Report. As we have already declared it is not Parliamentary Commission but a departmental Commission, and the end and object of that Commission is fully satisfied when that Report in full has reached the Secretary of State. On no possible grounds is it defensible for the Secretary of State to withhold sanction for the publication of the Report simply because a sufficient edition for distribution to both Houses of Parliament has so far been beyond the resources of the Government Printing Office in Singapore. Whether the Houses of Parliament have the Report or not at any particular date is no concern of this Colony. And it is an injury to the interests of this Colony, as it is to those of Hongkong, wantonly to suppress publication of a Report so intimately bound up with the interests of the Straits Settlements. If there had been an honest reason the Home Government would have only been too glad to proclaim it. No fair-minded man can by any ingenuity discover an excuse for so unwarrantable a burking of the publication of a document so vital to the existence of this Colony. We are courteously informed by the Hon'ble the Colonial Secretary that instructions were received yesterday that copies of the report and the Appendices (Vols. I and II) are to be printed off in Singapore and despatched to London. The ponderous Volume II which contains the evidence is apparently not to be reprinted either here or in London, and so for that section of the Report there will only be available what copies are in print in Singapore. We suppose that 670 copies will be wanted for the House of Commons, 616 for the House of Lords and say 500 more for Foreign and Colonial Government, for public and Department libraries, and for other authorities having a claim to such information. Say at least about 1,800 copies, or if there is to be any supply to some small section of the interested public, about 2,000 in all. Now these reports and appendices will take some time to prepare. Then time must be allowed for the shipping of these home to England, which cannot be less than thirty-five days or so. If the date be put at the beginning of March as the time when the Straits Report will be at the disposal of Parliament it will be quite plain that the International Conference at Shanghai will have to transact its business and pursue its investigations without any access to the conclusions of the Straits Opium Commission. Is it the intention of the British Government that the International Opium Conference at Shanghai shall be denied access to the Straits Opium Commission Report? It looks uncommonly like it. And when we consider that the terms of the King's Speech very clearly showed that the issue of the Conference at Shanghai was prejudged by the Home Government he who would assert that the publication of the Straits Report is to be burked not only to keep the Colony out of the information it has an instant right to, but to keep the Shanghai Conference in the dark, would have all the weight of the presumption on his side. Some men may have been hanged on less evidence than that. It is the recess at present in the session of the Legislative Council, but we think that the Unofficial members should make it their duty to press upon the Government the extreme urgency that exists for the immediate publication of the Commission's Report and the propriety of having that placed at the disposal of the Shanghai Conference at the beginning of its sittings. Why, we might ask, should Sir Cecil Smith, a former Governor of this Colony, the chief British delegate to the Shanghai Conference, who will be passing through Singapore about the

middle of January, be denied access to the Straits Opium Commission Report except on the theory that the British Government desire that their chief representative shall be held in ignorance of the result of that inquiry whose considered conclusions should be the indispensable equipment of not only Sir Cecil Smith, but of every member of the Conference?

LOCAL AND GENERAL.

This English mail of the 28th November was delivered in London on the 26th inst.

The Tanjong Pagar Dock Board have begun salvage work on the sunken oil steamer *Kalomo*.

WONG SHUI, a carpenter, was given fourteen days' hard labour for stealing four candles and thirty cents, the property of the Dock Co.

MR. BRUNYATE, C. S., who represents the Government of India on the International Opium Commission, will visit Burma on his way to Shanghai.

ERNEST PLEZ and Thomas Swanson, seamen, had to pay \$10 each this morning for obstructing P. C. O'Connor in the execution of his duty on board the s.s. *Annie Smith* on the 29th inst.

CAPT. F. COLSTRAP, master of the s.s. *Annie Smith*, charged Charles Kelson, Chief Officer of his ship, with behaving in a disorderly manner while drunk yesterday. Result—Fine of \$5.

FOR keeping a gambling house at No. 1, Fuk Hing Lane, a Chinaman was fined \$2 at the Police Court this morning. A similar fine was imposed on ten others who took part in the gambling.

THERE will be a cricket match between the Pines Cricket Club and Lusitano Recreation Club on Friday (New Year) at 2.00 p.m. sharp on the former club's ground. The following will represent L. R. C.:—A. Ribeiro, P. da Rosa, L. G. Cordeiro, C. Lopes, A. A. Carvalho, R. A. Car, R. C. da Silva, F. H. Hyndman, A. G. Britto, J. M. Castro, and J. A. Baradas.

SPITTING NUISANCE.

JUDICIAL POLICE ORDERS.

In connection with an amendment to the Minor Offences Ordinance which forbids spitting in public places, and so forth, instructions have been issued to the Police, says the *Penny Gazette*, forbidding wholesale arrests for breaches of this offence. Except under exceptional circumstances, the procedure is to be by summons, but the Assistant Superintendents of Police are not to grant permission for such summons to be issued until they have made inquiry and ascertained that the case is of a sufficiently aggravated nature to warrant punishment. Only European members of the Police force will as a rule be allowed to make arrests for this offence.

VOLUNTEER CORPS ORDERS.

ALL UNITS.

Parade:—At headquarters at 5.30 p.m. on Tuesday, the 5th, and Thursday, the 7th January, 1909, for infantry drill. Sergt. Downes will attend.

ARTILLERY UNITS.

Nos. 1 and 2 Companies parade at headquarters at 5.30 p.m. on Monday, the 4th January, 1909.

Nos. 3 and 4 Companies parade at headquarters at 5.30 p.m. on Wednesday, the 6th January, 1909, for company training. Sergt. Eveleigh, R.G.A., will attend.

TAIKOO DETACHMENT.

Parade:—At Taikoo at 5.30 p.m. on Thursday, the 7th January, for company training. Sergt. Eveleigh, R.G.A., will attend.

ENGINEER COMPANY.

Parade:—At West Fort, Kowloon, at 6 p.m. on Wednesday, the 6th January, 1909, for technical instructions.

JOINED.

Mr. G. H. Bowker joined the Troop on the 16th instant assigned Troop No. 66 and posted to the Troop.

Mr. R. A. Gowen joined the Corps on the 17th instant assigned Corps No. 107 and posted to No. 1 Company.

Mr. W. S. Hone joined the Corps on the 17th instant assigned Corps No. 107 and posted to No. 1 Company.

Mr. W. T. Tipper joined the Corps on the 23rd instant assigned Corps No. 107 and posted to the Engineer Company.

RESIGNED.

Sergt. J. H. A. Hance is permitted to resign on leaving the Colony with effect from the 14th instant.

Gunner H. E. Colvin is permitted to resign on leaving the Colony with effect from the 15th instant.

Bombardier R. Humphreys is permitted to resign with effect from the 15th instant.

Gunner D. R. Davidson is permitted to resign with effect from the 15th instant.

NOTICE.

It is notified for information that the undermentioned competitions will take place as follows:—

January 22nd, 1909 Sander's Cup.
February 6th, 1909 Blake Shield.
February 17th, 1909 Gascoigne Shield.

ENGINEER COMPANY.

The above company will attend at King's Park Range for musketry on Saturday, the 2nd, and Sunday, the 3rd January, 1909, commencing at 2.30 p.m. and 9.30 a.m. respectively.

Members, who have not yet completed their musketry course, are requested to attend.

H.K. VOLUNTEER DANCE.

The above dance will be held on Thursday, 14th January, 1909.

Intending subscribers are reminded that all names with those of guests invited should be sent in to the hon. secretary at headquarters by Thursday, 1st December.

The Shatin Tragedy.

SUSPECTED MURDERER ON TRIAL.

THE DOCTOR'S EVIDENCE.

The trial of the alleged murderer of an Indian labourer at Shatin on the 18th instant, particulars of which have already appeared in our columns, came off before Mr. J. H. Kemp at the Magistracy this afternoon, when a Chinaman—the suspected murderer—was arraigned on the capital charge. Mr. Leo d'Almeida e Castro, (of Messrs. Golding, Barlow and Morrell) appeared for the defendant.

Dr. Hartley was the only one to be called to the witness-box. He said that he was the Medical Officer attached to the Kowloon-Canton Railway, British section. On the 19th of this month, he was called to a matched near No. 3 tunnel about ten o'clock in the morning. He was then at Tai-po. He arrived there shortly after eleven. He found an Indian, whom he identified as Joo On Singh, lying on a bed in the matched. He was dead. He had two, small, stab wounds on the head, both wounds penetrating the skull and causing injuries to the same. He had another small, stab wound on the back of the left hand. His left arm and right leg were covered with bruises, apparently caused by the limbs being tied. Similar bruises were also found on the back. A large extended area was present on the abdomen. The abdomen was very much swollen, the whole suggesting that deceased had received several heavy blows. In his opinion, death was due to injuries to the abdomen and the result of shock. The deceased was a man who suffered from ill-health, his affliction being chronic bronchitis. So far as witness could guess, the deceased must have died at ten o'clock on the previous night. It might have been earlier. It was impossible to give the exact time. No post-mortem examination was held on the body of the deceased.

The case was adjourned to Wednesday next, the 6th instant.

ROWING.

A good deal of interest is being manifested in the "Coared" Scratch Race promoted by the Victoria Recreation Club to take place on Saturday afternoon, the 16th January. Six crews have been selected, to compete in two heats and some good racing is anticipated as many of the men have been rowing quite a good deal of late and are showing very good form. Quite a few griffins are included in the different crews, but some good men are expected to emerge after this race as many of them seem very keen.

The *Yan* is looked upon as the favourite boat in the first heat, Lammer having behind him two very good men in A. H. Carroll and A. J. Mackie although his bowman, Carvalho, is rather light. (The *Yan* carries a very heavy crew and will have to be reckoned on to put up a hard fight, as she also can boast of some good oars.

In the second heat, Alves, who has a good all-round crew in Forbes, Lopes and Galluzzi, should do well, but many rowing men seem to fancy Musso's lot.

A few boats were seen out this afternoon but real training will in all probability commence after the New Year Holidays when it will be easier to judge the real merits of the competitors.

FIRST HEAT.

Thistle:—A. A. Carvalho (Bow)
H. S. Jephson (2)
R. L. Bridger (3)
F. A. Mickintosh (Stroke)
W. J. Carroll (Cox)
Leek:—R. A. Carvalho (Bow)
A. J. Mackie (2)
A. H. Carroll (3)
L. E. Lammer (Stroke)
F. Lammer (Cox)
Rose:—E. T. Bunji (Bow)
F. K. Tala (2)
A. J. V. Ribeiro (3)
H. Rapp (Stroke)
M. E. Ayer (Cox)
SECOND HEAT.
Leek:—A. S. Ellis (Bow)
M. A. R. Souza (2)
C. A. Rodrigues (3)
J. D. Niven (Stroke)
A. Crawford (Cox)
Thistle:—R. Galluzzi (Bow)
J. Lopes (2)
J. Forbes (3)
J. A. S. Alves (Stroke)
F. F. E. da Silva (Cox)
Rose:—A. R. Ellis (Bow)
J. Cruickshank (2)
F. da Rosa (3)
L. A. Musso (Stroke)
V. Sorby (Cox).

RATS AND SPARROWS IN
DEATH BATTLE.

It happened in this way, according to veracious witnesses—not a nature faker among 'em—who watched from the platform of the Erie railroad station at Montclair:

Nine cock sparrows were feasting on oats dropped from a Jerseyman's sack, when an old gray rat ran out, growled like a dog in the manager, and got busy on the oats.

The sparrows after a brief chatter of war attacked the rat. Two climbed on his back, while others charged front and flank. The rat squealed as he was bayoneted by sharp bills and fought back. He had killed two of the sparrows, when his cries brought another rat.

The two rats and the seven surviving sparrows were having it hot and heavy, when Ted, the station-rooster, came up with a rattle like heavy artillery. He struck one rat and laid him cold. Rat No. 2 fought long enough to kill two sparrows and retreated. Ted ate up what remained. Casualties: Four dead sparrows, one dead rat. And there you are—*Yan* York Works.

BELLIOS PUBLIC SCHOOL.

PRIZE DAY.

In glorious weather, and with a large gathering of ladies and gentlemen assembled in the main hall of Bellios Public School this afternoon—the red-letter day for the pupils of the school—the annual distribution of prizes took place. Punctually at three o'clock Mrs. F. H. May, accompanied by Mr. E. D. C. Wolfe, arrived and presided.

THE HEAD MISTRESS' REPORT.

The head mistress' report was to the following effect:—There had been only one change in the staff during the year (one of the junior mistresses left, to be married) and she was succeeded by Miss Annie Leabirel. The increase in attendance began in 1907 and was maintained until May during the plague epidemic, when the average attendance dropped suddenly from 131 to 91. In July matters began to improve and since that the figures have steadily increased, making an average for the year of 106.5, as against 108 for the previous year. The fees received during the year were \$167 in excess of those for 1907. The amalgamation of the Chinese and non-Chinese sections of the school in the beginning of the year has been found to work admirably. The consequent reduction in the number of classes made it impossible to supervise the working of each and the results show a much greater uniformity in the quality of the work through all the standards. Of the five free scholars belonging to the school, one left to be married, and one has gone to Canton—so two vacancies fall to be filled. Besides these four girls from Grant-in-aid Schools were awarded a free education, and the progress of all has been most satisfactory.

After many years of inconvenience through the noise proceeding from carpenters' and blacksmiths' shops in the immediate neighborhood, they had at last, thanks to the efforts of the Inspector of Schools, got rid of the nuisance and the relief was much appreciated. As in former years, Mr. R. E. Bellios had generously supplied six handsome volumes as special prizes for English composition. The annual examination of the whole school made by Mrs. E. Tu cher (the headmistress) began on 8th December and the results were satisfactory.

The Inspector of Schools (Mr. E. D. C. Wolfe) then read his report which was very satisfactory. He congratulated Mrs. Tutcher and Miss Baleman and the assistant teachers for the good work they had accomplished during the year for the efficiency of the school.

Mrs. May then presented the prizes, and as the pupils came up to receive their souvenirs a kind word was passed to each.

After Mrs. May was presented with a beautiful bouquet, which she most gracefully accepted, the proceedings terminated with the singing of the National Anthem.

PRIZE LIST.

Class I.
Mabel Long, history and hygiene.
Mabel Long, geography and map drawing.
Ivy Lee Choey, general intelligence.
Ivy Lee Choey, grammar.
Edith Mow Fung, arithmetic.
Edith Mow Fung, composition.
Class II.
Agnes Lee, general intelligence and hygiene.
Agnes Lee, arithmetic.
Lily Rose, composition.
Rose Ablog, grammar.
Rose Ablog, map drawing.
Felicia Luz, geography.
Felicia Luz, history.
Mabel Sheffield, improvement.
Class IV.
Mabel Mooney, history.
Mabel Mooney, special for diligence.
Emily Ah Wee, geography.
Angelina Xavier, arithmetic.
May Leabirel, composition.
Class V.
Camilla Collopy, composition.
Wong Tin Tai, history and arithmetic.
Hung Ah Nui, geography.
Class VI.
Shin Tak Hing, composition.
Chan A So, general excellence.
Chan King Chan, general excellence.
Choi San King, general excellence.
Wong Sai Mui, general excellence.
Class VII.
Hon Fu Li, composition.
Hon Fui Ching, general excellence.
Lo Yui Ching, general excellence.
Fred Silva, general excellence.
Class VIII.
Gladys Woolley.
Rose Tam.
Yee Mui.
Kwok Tsang Kin.
Ye Nai.
Chan Puk Ham.
Leng I Tak.
Mary Tong.
T. Y. Ching.
Choi Mi Ching.
L. Y. Wah.
Chung King Yuk.

For Chinese Embroidery:—Chan A Yuk, Chan A So, To Yin Fong, and Yee Mui.

Study of Chinese:—To Yin Fong, Hung A Nui, Kwok Tsang Shan, and Chung Cheung Tsung.

The grateful thanks of the teachers and pupils are due to the following gentlemen, who so kindly subscribed to the prize fund, and to Mr. R. E. Bellios for six special prizes given for excellence in Composition:—

Hon. Sir C. P. Chater, Kt., C.M.G., Hon. Dr. Ho Kai, M.B., C.M.G., Messrs. J. R. M. Smith, R. Shawan, E. Shellin, W. G. Humphreys, H. Humphreys, Messrs. Butterfield & Swire, Jardine, Matheson & Co., Gibb, Livingstone & Co., Lindsay and Davis, Lane, Crawford & Co., Johnson, Stokes & Master, Hughes & Hoogh, Bradley & Co., Melchers & Co., Douglas, Laporte & Co., Sun, Wong & Co., See Woo & Co., Lau, Cho, Pak, Tak, Cheong, Ho Fook, Ho Tung, Fong, Wee Chun, Chiu Sin Ki, Lock Hing and C. S. Gubbay.

A handsome volume was presented for good conduct by Miss Kathleen Sachs, an old pupil.

CANTON DAY BY DAY.

ANARCHIST WANTED.

[From Our Own Correspondent.]

Canton, 29th December.

After the two anarchists Gut Bin and Yim Kwok Fung were beheaded, the Viceroy issued a proclamation in which he offered a reward of \$1,000 for the apprehension of the revolutionary leader Tam Pak, alias Tam Mun Ping, and gave a detailed description of the culprit to facilitate his identification.

THE "FATSHAN" INCIDENT.

In the evening of the 27th instant, a number of people gathered in the Sam Kok She street in the Western suburb in Pui Fong to convene a private meeting to discuss matters in connection with the *Fatshan* case. Some of those present made speeches and others sang Dragon Boat Songs to describe the facts with a view to feeling.

The people of the 7th ward of the Yau Lan Mun Street also issued a circular to remind the public of the *Fatshan* incident and call for joint action in the case.

The people of the clan Ho of the village in Sha Wan to which the deceased belonged, have written to the Canton Self-Government Society in strong terms to induce its members to take measures to boycott the steamer *Fatshan*.

ANOTHER ROBBERY.

On the 24th instant, eight houses in all were ransacked in the Tai Sha Shum Hong village in Nainhol by a gang of robbers. The booty carried away by the brigands is estimated to be of a value of several thousand dollars.

OFFICIAL RECEPTION OF JAPANESE.

This morning at 10 a.m., H. E. Viceroy Chang Jen-chun received the Japanese Consul and five Japanese officers who came to Canton on a visit.

FIRE.

A fire occurred on the 27th instant at 6 p.m. in Tin Yuen street. The conflagration burnt down one house and slightly damaged two others.

THE YUNNAN GARRISON.

A sum of 100,000 taels has been remitted to Yunnan towards the funds for the maintenance of the Imperial troops in that province by the Canton Government. This sum is to be treated as a loan to be refunded later.

EUROPEAN DROWNED.

TERRIBLE STRUGGLE IN LAGOON AT TANJONG PAGAR.

Mr. James Alexander Moir, till recently engineer on Messrs. Wee Bin and Company's steamer *Hong Wan*, met his death by drowning in the East Lagoon, Tanjong Pagar, on Tuesday night, reports the *Straits Times* of 24th inst. It was at first feared that he might have met with foul play, as there was a cut on the head which, observed superficially, seemed of a serious nature, but medical investigation has shown that the cause of death was drowning, the bruises and scratches on the body not being of a dangerous character.

The deceased was staying at the Boustead Institute pending his getting another berth, having temporarily filled a vacancy on the *Hong Wan*, and was to have joined the *Ayala*, yesterday. He was last seen alive in Anton Road, at about 8 o'clock, on Tuesday night, when he appeared to be acting strangely. As about 1 p.m. yesterday, an officer on the German yacht *Delphin*, which lay adjacent to the lagoon, saw the body floating in the water, and it was brought to the shore and secured. The Dock Police were notified and the body was removed to the General Hospital. Deceased had on a shirt and a dark coat, but his trousers were missing, though his shoes and socks were intact. In his coat were found his gold watch and chain, a sovereign and a quantity of silver change. There were bruises on the head, and the skin was scraped off the knees, the latter bruises seeming to indicate that he had made desperate efforts to climb the stone wall which surrounds the lagoon. The bottom is in places muddy to a great depth, but around the edges there are numerous rocks. It is presumed that deceased was walking along the road to the East Wharf, which he had sought to do, as it is Dock property, and fell into the lagoon, striking his head on the rocks. Then he probably got entangled in the mud, where he lost his trousers and, being much weakened by rheumatism, from which he was a great sufferer, he was unable to scale the wall and get out. His watch stopped at 10.10 o'clock, on Tuesday night, presumably. There are not many people in the neighbourhood, at that hour, and his cries for assistance might easily have escaped the ears of anyone, unless he had happened to have fallen in the part nearest the wharves. The police do not favor any theory of foul play.

Mr. Moir was a native of Aberdeen, and about 35 years of age. So far as is known yet, he has no relatives here.

There will be a Coroner's inquest at the General Hospital at 3 p.m. to-day.

"SINGAPORE, A FREE PORT."

A correspondent writes:—"The American barquentine *Jon L. Holston*, built in 1900, came down to Singapore from Peking to be repaired, having suffered damage to her keel and stem. Her owners sent Capt. L. Bonache from San Francisco to see the work done, and then charter the vessel. Capt. Bonache made all arrangements for the repairs with the Tanjong Pagar Board, but on finding the vessel after being repaired, could not get a license to enter the harbor. Conference forbids all of it. He telegraphed the state of affairs to his owners. He received the answer: 'Sell the vessel at any price.' Thus Singapore has lost a \$10,000 to \$20,000 job. And will how many more of the same kind—O. K."

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE WAIWUPU.

A BUSY DEPARTMENT.

[By courtesy of the "Sheung Po"]

Peking, 29th December.

The Waiwupu has eighty-four cases of great importance with Foreign Powers still pending and awaiting settlement.

The prince Regent has urged Yuan Shih-kai to settle them as soon as possible.

NAVAL REORGANISATION.

AMERICAN SUGGESTION.

[By courtesy of the "Sheung Po"]

Peking, 29th December.

The United States Minister in Peking has strongly recommended the Central Government to arrive at an early decision in respect of the naval reorganisation scheme.

Mr. Rockhill suggests that the construction of naval bases and the building of warships may be taken in hand by degree.

ARMY ESTIMATES.

SIXTY MILLION TAHS ANNUALLY.

[By courtesy of the "Sheung Po"]

Peking, 29th December.

The Ministry of War estimates the cost of the Army at sixty million taels annually.

It is proposed that this expenditure be defrayed by the various Provinces.

PRISON SYSTEM.

REFORMS TO BE INTRODUCED.

[By courtesy of the "Sheung Po"]

Peking, 29th December.

It is proposed by the Central Government to issue instructions to the Viceroy and Governors of various Provinces to send subordinate officials abroad to study the prison system obtaining in foreign countries, with a view of, in time, introducing reforms in the system in China.

[Reuter's.]

Russia.

LONDON, 28th December.

Numerous arrests of Revolutionaries have been made in St. Petersburg.

Count Ivolysky's speech has made a favourable impression in official circles in Vienna.

Later.

Obituary.

The death of Mr. Claus Spreckles, the "Sugar King," is announced, in San Francisco.

The estate is estimated at £10,000,000.

Earthquake in Italy.

An earthquake has occurred in the province of Calabria, and a tidal wave in Sicily. The damage is enormous and the victims many.

N. D. I. HUNTERFRISH.

COALING STATION IN KOH-SI-CHANG.

About two years ago or more Messrs. the North German Lloyd established a coaling station, for supply of coal to the company's vessels, at Koh-si-Chang. Two hulks were provided and anchored for the purpose at Koh-si-Chang. This coaling station took this form for two reasons: one was for facilitating the coaling of steamers which could go alongside the hulks to coal, and another reason was that two anchorages have to be used by ships coaling or loading outside, according to the change of the monsoon. One anchorage was at Koh-si-Chang, and the other at Angbin. These hulks could be towed and anchored at either station according as the necessity arose.

It was estimated at the time the station was established that a saving could be effected by the company by reason of the fact that German vessels could load in Bangkok 200 tons of cargo more and be able to cross the bar when ships entered the river with bunkers provided with sufficient coal only to take a ship as far as an outer anchorage. These vessels had in any case to complete cargoes at one of these outer anchorages and they could at the same time take in coal sufficient for completion of the voyage.

This arrangement has, however, not produced the success anticipated and we understand that the Company have now decided to give up the coal bulks from the beginning of the next year and return to the former methods of taking sufficient coal at Singapore or Hongkong, for the voyage, backwards and forwards—*Sheung Po*.

"SOUTH CHINA MORNING POST" LIMITED.

SIXTH ANNUAL MEETING.

The sixth annual ordinary general meeting of the "South China Morning Post," Limited, was held in the offices of Dr. Noble, at Bank Buildings, Queen's Road Central, on Wednesday, at 11.30 a.m., when there were present Dr. J. W. Noble (chairman), Mr. J. Scott Harston (director), Mr. Geo. T. Lloyd (general manager and editor), Messrs T. Petrie, E. B. Ayris, J. McCubbin, and E. W. Terry.

Gentlemen.—The report and accounts having been in your hands for some days, I will with your permission take them as read. I have nothing to add to that which is embodied therein, as the figures set forth fully explain the position of the Company. I will however take this opportunity to say that you as shareholders are not doing your duty by the Company or to yourselves as stakeholders in the concern. You must attend our annual meetings and express your views as to the management, incense or otherwise, whilst during the year you exhibit the same apathetic spirit, not lifting a finger, to aid in the direction, or to advance the interests, of your own property. If it be your desire that your property should increase in value you should all help at least a little—good years are not due to luck but are the result of constant work and hard work too, and you should all bear your share of the burden. In addition to giving you the news which may be current from day to day, the policy of your paper will in the future continue to be one which in the opinion of the management will result in the greatest good to the greatest number. It is interesting to note the change that is gradually taking place in the attitude of the Chinese mind toward the press. It furnishes food for thought and gives rise to much conjecture and speculation. It would surprise you greatly if you knew to what extent our editorial rooms are from time to time furnished with excellent copy of Chinese origin, a recent communication ending with: "Three cheers for Old China and the power of the press." That the Chinese should be so attracted is gratifying to the management, showing as it does a keen appreciation of your paper, in a quarter from whence such or any approbation is looked for. Before proposing the adoption of the report and accounts I will be pleased to answer any questions you may ask.

There being no questions, the Chairman proposed the adoption of the report and accounts as presented.

Mr. J. McCubbin seconded.

Carried.

Mr. T. Petrie proposed the re-election of Dr. J. W. Noble and Messrs. G. G. Moxon and J. Scott Harston as directors for the year ending 31st August, 1909.

Mr. E. B. Ayris seconded.

Carried.

The Chairman: That is all the business, gentlemen; thank you for your attention. I am sorry I cannot say dividend warrants will be ready to-morrow.

THE LATE HON. MR. H. C. NICOLLE.

Ceylon papers announce with great regret the death of Mr. H. C. Nicolle, Colonial Treasurer of Ceylon, which took place in the Planters' Ward of the General Hospital at 3.30 a.m., on Dec. 11th, after a short illness. The cause of death was enteric fever. These are the details of Mr. Nicolle's official career:—

The late Mr. Nicolle was born on Sept. 15, 1855. He was, therefore, just a little over 53 years of age. He was Assistant Auditor, Cyprus, from February, 1880, and Auditor-General in 1883. He was British Delegate of Eucaf, in addition to his other duties, from June, 1886 and was appointed Local Auditor, Hongkong, in Jan. 1890. Early in 1904, during the administration of Sir Henry Blake, Mr. Nicolle's services were loaned to the Ceylon Government for three months to perfect a new system of accounts, by which the Auditor-General's Department was to be relieved of the work of keeping accounts by the Treasurer. Towards the end of May, the Hon. Mr. H. C. Nicolle retired from the Treasury and left for England. Mr. Nicolle was appointed Treasurer and Commissioner of Stamps and Chief Commissioner of the Loan Board. In the interval Mr. Nicolle had returned for a term to Hongkong. His appointment to the Treasury of Ceylon came as a disappointment to the Civil Service, one of whose prizes it had been; but the Service was compensated by the Auditor-Generalship being made a staff appointment. Mr. Nicolle soon began to lay the foundations of a new and simpler system of accounts in the Treasury, so that within a short time of his arrival Sir Henry Blake was able to lay before the Legislative Council a clear and comprehensive statement of the Colony's finances.

With the advent of Sir Henry McCulloch there was another re-adjustment of the accounts in order that His Excellency's new schemes of public works might be presented to the Secretary of State for sanction with all the confidence that a thorough knowledge of the Colony's finances inspires. In Mr. Nicolle, Sir Henry McCulloch found an able adviser and a willing and hard-working co-adjutor. He attended his last meeting of the Legislative Council on October 29th. A commanding figure, of perennial cheerfulness and always the picture of rude health, no one who knew him or used to see him or meet him in the course of business expected to hear of his death so soon. A good man gone, will be the universal verdict, and a public service the poorer for the loss of his brilliant talents.

Messrs. Cross and Blackwell had the honour of being appointed Members of the International Jury making the Awards at the Franco-British Exhibition, and their goods were in consequence more conspicuous (Raymond Co. edition).

A COLONIAL GOVERNOR'S DAILY GRIND.

BY AN EX-AD.C. IN "THE IMPERIAL REVIEW."

No harder-worked servant of the Empire is to be found than the Colonial Governor who takes seriously his multifarious duties. And besides those routine duties of the day's work there also devolves upon His Excellency the responsibility of maintaining England's prestige with the naval and other visiting representatives of foreign nations, a task which, tacitly performed, is hardly in any way less valuable than the heroic deeds of our soldiers, merchant adventurers, and scientific pioneers by which our daughter States were originally won to Britain. Now and again, as in the instance the other day of Sir Alexander Swetnam and the Yankee admiral, regrettable incidents have occurred in this connection, but considering the enormous extent of our overseas dominions, they have been wonderfully few in number. All things considered, the Britisher who has lived under the Union Jack abroad, or who in pursuit of business, pleasure, or of sunshine and health has voyaged afar, is not indisposed to rank our Colonial Administrators as members of a very fine type of the governing caste. They are recruited from many sorts and conditions of our countrymen, but always nowadays, with an eye to securing a man who, whilst not afraid of assuming supreme responsibility at a moment of crisis, may be trusted to possess the most desirable faculty of apparently leading an obsequious team of unofficial members of his Legislative Council, when he is really doing some very pretty driving. This House of Lords and Commons have given not a few of their best members to the service of Colonial Administration. Mr. Adam and Fowell Buxton, from Government or Opposition Whips in the Lower Chamber, went out to Madras and Australia as Governors and naturally did well as good organizers. Dufferin, from the diplomatic service, was an instant success with the diplomatic French-Canadians; Hemming and Sidney Oliver as ex-Colonial Office Chief Clerks have brought to bear on a number of complicated problems in Jamaica a ripe experience gathered at the headquarters of our Colonial Empire; and Lugard, now at Hongkong, is giving that most important of our Far Eastern possessions the benefit of his unique knowledge of Oriental people.

Let us glance at the day's life of one of these able men whose Excellency stands for His Majesty's, for in the Colonies the Governor's ancient prestige is even in these democratic days undiminished. The National Anthem halts his arrival when he appears at any public function, the scarlet livery of Royalty is his privilege, and the Royal Standard floats over Government House, whether it be a galvanised iron morgue in West Africa or a stately pile in Western Australia. Soon after sunrise the Governor, accompanied by his A.D.C., takes a half hour's ride for the double purpose of enjoying the health-giving cool air of the morning and inspecting any public works that happen to be in progress in a convenient radius.

On his return he must generally find the Colonial Secretary waiting to consult him. Some cipher cable may have come in from Downing Street at noon bearing some annexation designs on an adjacent territory, or perhaps a native rising may have arisen in some out-station, or an official has betrayed too great an addiction for strong cocktails, and measures have to be taken for providing for his enforced leave. From early morn to dewy eve, when the sun goes out like a blown-out gas-jet, a Governor is bombarded with a variety of surges, urgent or otherwise. For, despite such "buffers" between him and the rest of the official hierarchy, the "otherwise" will intrude themselves. For it is the keynote of our system of Colonial Administration that every minor official must report everything that happens under him to his superior, so in the end the matter, even of the provision of ropes for the execution of condemned convicts, drifts upon the form of an awe-inspiring minute paper to his much-battered Excellency. Then he has to preside over the local Legislative Assembly; also he must be in intimate touch with all the important interests of his Colony. Several times during every week of the year he must face deputations dealing with the most varied of topics, and he must previously coach up every lineal and financial detail of the matter involved. The days are gone by when Colonists will tolerate a Governor utter platitudes inspired by a callow A. D. C. Now he must show an intelligent appreciation of the matter in hand or he will hear of it in the unofficial organs of the local Press—aye, so will the Secretary of State at home in Downing Street.

At least twice a year he must make a grand tour of his realm, for, in the Crown Colonies and Protectorates especially, the people are always clamouring to appeal to Caesar in person. Then the social life of an outpost of Empire is exacting if not—had almost written—astounding. At Government House there is usually a weekly "at home," and there are semi-official dinner parties twice a week. When the numerous gentlemen who sport the order of the two militant saints have taken themselves to their buggies, His Excellency has very often to settle down to a couple of hours' correspondence, many of its subjects being, merely frivolous, yet—and there is the deuce of it—all, of bad, good, and fair "mild-mannered" has to go on its corpse armed with His Excellency's initials. The last minute paper perused, it is a very hot, tired, but eminently human, long-forgiving person who gnaws down a tonic water and whisky and weakens his moribund curtains.

For being on board the *Ande Smilla* without the permission of the master or other officer in charge of the ship, James Reid, an unemployed seaman, was fined £10 at the Police Court this morning.

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LTD.

The General Manager's report for the 4 weeks ending Dec. 5, 1908, says:—

The mine measurements and assay returns of prospecting work shows a total of 1,076ft. for the period (4 weeks) under review, made up of 46ft. sinking, 166ft. driving, 539ft. cross-cutting and 345ft. of prospecting work as against 933ft. for the previous four weeks.

MINES.

Koman, 540ft. Level, Drive South.—This has been driven 9ft., bringing the total to 59ft. The lode 46in. wide, gives a value of 5dwt.

540ft. Level, Drive North.—Here 13ft. has been driven, making a total of 41ft. The end is very low grade.

540ft. Level, Drive South on Hanging Wall Portion.—This has been extended 8ft., bringing the total to 154ft. The lode 42in. wide is worth 2dwt.

440ft. Level, Drive South.—This has been advanced 19ft., making the total 494ft. The lode has widened to 42in. and is worth 3dwt.

340ft. Level, Drive South in Slope.—To this has been added 6ft., making a total of 97ft. The lode 46in. wide, assays 6dwt.

Crosscutting for Slope-filling.—38ft. Stopped.—Above the 440ft. Level, 2 stopes; lode 12in. wide and worth 6dwt.

Above the 340ft. level, 3 stopes; lode 87in. wide and worth 5dwt.

Above the 240ft. level, 1 stopes; lode 77in. wide and worth 4dwt.

SLOPE MINE.

160ft. Level, Drive South.—This has been taken from 884ft. to 912ft. on a lode 14in. wide and worth 1dwt. per ton.

In the back of this level two stopes have been worked on a lode 82in. wide and worth 12 dwt.

Crosscutting for Slope-filling.—187ft. 60ft. Level, Drive South.—At about 200ft. from the shaft a winze is being put down to communicate with the slope below; 21ft. has been sunk on a lode 10in. wide, worth 9dwt. per ton.

ANDERSON SHAFT.

This has been sunk 25ft., making a total depth of 210ft. The ground is considerably harder and the water is decreasing slightly in quantity.

BUKIT MALACCA.

No. 1 Level South of No. 1 Shaft.—This has been driven 12ft., making a total of 335 feet. The lode 49in. wide gives 5½ dwt. per ton.

No. 2 Level, South.—From a crosscut, East drives have been taken 33 and 34ft., respectively, to the North and South on stone 42in. wide, worth 4 dwt. per ton.

From a crosscut West a drive has been taken, 50ft., South on a branch 45in. wide, worth 4½ dwt.

Stopes.—Two have been in operation on a lode 49in. wide, worth 4½ dwt.

Crosscutting for Slope-filling.—24ft. surface prospecting work, 34ft.

General.—The station on the 540 ft. level in Koman is being enlarged to accommodate a larger pump preparatory to sinking the shaft.

From the Wilfley tables 24.95 tons of concentrates have been recovered, worth 1.95 cts. per ton.

The mill returns for 4 weeks ending 5th December, 1908:—

KOMAN.

Stamps: 40, ran 28 days less 1.125 days for clean up and repairs.

Huntington Mill ran 28 days less 5.16 days for clean up and repairs.

Ore Crushed: Koman 1,801 Slope 1,889

Total 3,690 tons.

Amalgam Collected 2,495 cts. producing Retorted Gold 897 " Smelted Gold 885.55 cts. Average yield 4.55 dwt.

value of tailings .64 " BUKIT MALACCA.

No. I Mill ran 24½ days crushing 1,893 tons of surface ore and 238 tons Mine ore.

Total crushed 2,131 tons.

Amalgam Collected 366 cts. producing Retorted Gold 144 " Smelted Gold 142 " Average yield per ton 1.75 dwt.

TOTAL—Tons 6,031.

Amalgam 2,861.

Smelted Gold 2,075.55 cts.

Average Fineness 900.600 cts.

Yield 3.41 dwt.

W. H. MARTIN, General Manager.

OPUM QUESTION.

STRAITS REPORT.

It is now estimated that about a month will be required for the printing of vol. III. of the Straits Opium Commission Report, which contains the summary of evidence.

Vol. I (the Report) is in type and the necessary copies could be struck off in a very short time.

If no publication is to take place until volumes I and III are available for simultaneous issue in London, the report cannot be in the hands of the Commissioners appointed to attend the Conference at Shanghai, which meets at the beginning of February.

This is considered extremely unfortunate, as the report is understood to contain valuable information and suggestions which might be helpful to the Conference in dealing with the questions which will come before it.—*Straits Times*.

HONGKONG FOOTBALL CHALLENGE SHIELD COMPETITION.

A meeting will be held on the 4th prox. to discuss matters in connection with the forthcoming competition.

Teams wishing to compete are requested to send a representative to the meeting, which will take place at the offices of Messrs. S. J. David & Co., Prince's Building, 101, at 5.30 p.m.

To-day's Advertisements.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NEW YEAR HOLIDAYS.

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY and SATURDAY, the 1st and 2nd prox., respectively.

(By Order, A. R. LOWE, Secretary.)

Hongkong, 30th December, 1908. [1123]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

TUESDAY,

the 5th January, 1909, at 2.30 p.m., at their Sale Rooms, No. 3, Des Voeux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising—SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHTANDS, DINNER WAGGONS, Single and Double IRON BEDSTADS and BEDDING, CROCKERY, GLASS and E.P. WARE, CARPETS, RUGS, PICTURES, CANTON CARVED BLACKWOOD WARE, COOKING STOVE and UTENSILS, &c., &c.;

One COTTAGE PIANO by The Robinson Piano Co. Catalogues will be issued.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 30th December, 1908. [1124]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ EITEL-FRIEDRICH."

Captain E. Malchow, will leave for the above places TO-MORROW, the 1st inst., at Noon.

For further particulars, apply to.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 30th December, 1908. [1125]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIYANG."

Captain Hodgins, will be despatched for the above ports, on TUESDAY, the 5th Jan., 1909, at 12 o'clock Noon.

For Freight or Passage, apply to

DOUGLAS LARPAK & Co., General Managers.

Hongkong, 30th December, 1908. [1125]

NOTICE TO CONSIGNEES.

STEAMSHIP "SURUGA," FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th January will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned, on or before the 30th January, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th January, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED, Agents.

Hongkong, 30th December, 1908. [1122]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL-FRIEDRICH,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th January, 1909, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th January, at 3 p.m.

All Claims must reach us before the 10th of January, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 30th December, 1908. [1123]

Intimations.

NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 920, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY and SATURDAY, 1st and 2nd prox., 1909.

Hongkong, 28th December, 1908. [1114]

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.

Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from

THE ORGANISING SECRETARY,

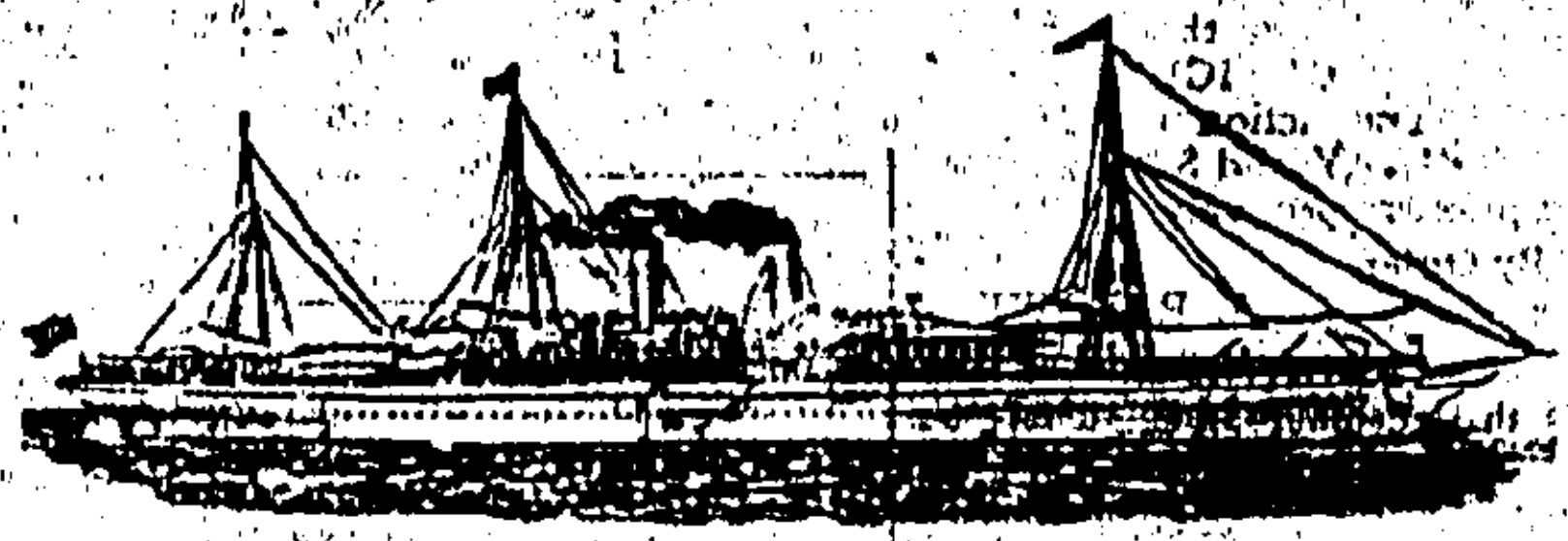
84, Piccadilly, W.

London, 19th August, 1908. [1766]

COLD STORAGE.</

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Functuality.

The only Line that maintains a Regular Schedule of service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

13 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	SATURDAY, Jan. 16th	Feb. 5th, 1909.
"EMPRESS OF CHINA"	6,000	SATURDAY, Feb. 13th	March 5th
"MONTEAGLE"	6,163	TUESDAY, Mar. 2nd	Mar. 26th
"EMPRESS OF INDIA"	6,000	SATURDAY, Mar. 13th	April 5th
"EMPRESS OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPRESS OF CHINA"	6,000	SATURDAY, May 1st	May 22nd
"EMPRESS" steamships will leave Hongkong at 7 A.M.			
S.S. "MONTEAGLE" at 12 Noon.			

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways... £40. " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

W. W. ORADDOCK, General Traffic Agent for China, Etc., Corner Pender Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	THURSDAY, 31st Dec., 4 P.M.
MANILA	LOONGSANG* THURSDAY, 31st Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG* MONDAY, 11th Jan., Noon.
& MOI	
SINGAPORE, PENANG & CALUTTA, KUTSANG*	FRIDAY, 15th Jan., Noon.

FOR THE MANILA CARNIVAL—Feb. 2nd to 9th 1909.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang for Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 30th December, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FROM	STEAMERS	TO SAIL
WUHU	"IOHANG"	31st Dec. Daylight.
HAIPHONG	"CHIRI"	31st Dec. Noon.
FOOCHOW & SHANGHAI	"PAOTING"	31st Dec. 4 P.M.
SAMARANG & SOERABAYA	"HUIKOW"	31st Dec. Daylight.
MANILA	"TAKING"	31st Dec. 3 P.M.
MANILA	"TEAN"	1st Jan. " "
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	31st Dec. 4 P.M.
AUSTRALIAN PORTS		

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

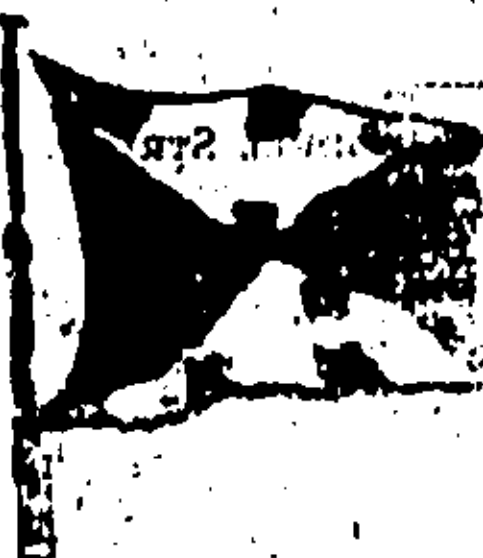
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 30th December, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

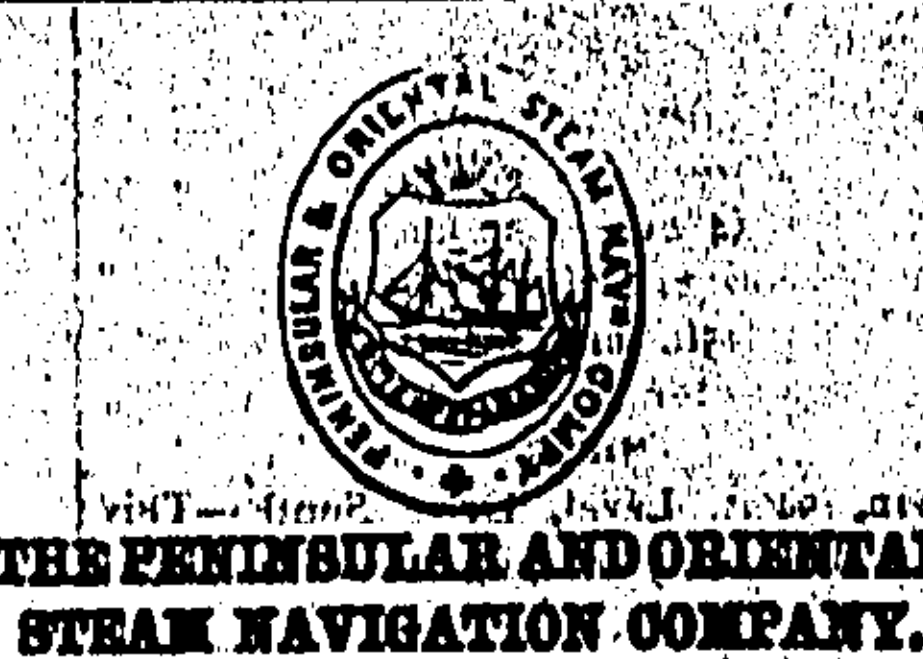
Steamship	Tons	Captain	For	Sailing Date
CAIRO	2540	R. Rodger	MANILA	SATURDAY, 2nd Jan., at Noon.
RUBI	2540	Almond	MANILA	SATURDAY, 9th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th December, 1908.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 9th January, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

ASIK and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer, destined direct to Marseilles and London, other Cargo for London, Etc., will be conveyed via Bombay by the R.M.S. Persia, due in London on 20th February, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 26th December, 1908.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY," Captain Rebuffat, will be despatched for the above Ports on or about the 4th January, 1909. For Freight or Passage, apply to

P. MALIN, Acting Agent.

Hongkong, 26th December, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON & NEW YORK.

S.S. "MUNCASTER CASTLE" 19th Jan.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 29th December, 1908.

Intimations.

D. NOMA, PROFESSIONAL TATTOOER AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner, in order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minutiae is a speciality.

Hongkong, 1st September, 1908.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TATTOO) FORM.

A WONDERFUL DISCOVERY.

This is the most important discovery of the century, and has revolutionized the treatment of all diseases. It is a powerful, yet harmless, remedy, which has been found to be the most effective in the treatment of all diseases, and is now being used by the most eminent medical authorities in the world.

THERAPION.

This preparation is the result of the most advanced scientific research, and is the most powerful and effective remedy ever discovered. It is a powerful, yet harmless, remedy, which has been found to be the most effective in the treatment of all diseases, and is now being used by the most eminent medical authorities in the world.

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Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship "HAICHING," Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 1st Jan., 1909, at 12 o'clock Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 26th December, 1908.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK AND BOSTON VIA SUEZ CANAL.

With liberty to call at Malabar Coast.

THE Steamship

"INDRAWADI," Captain Williams, will be despatched as above on TUESDAY, 5th January.

For Freight, apply to

JARDINE, MATHESON & Co., LD., Agents (India Line, Ltd.).

Hongkong, 12th December, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, Etc.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched as above on WEDNESDAY, the 6th January, 1909, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, Etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th December, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"CARNARVONSHIRE" will be despatched for the above Ports about end of January, 1909.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 24th December, 1908.

THE BANK LINE LIMITED.

Overseeing at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

VICTORIA, B.C., SEATTLE & TACOMA.

VIA MCJIL, KOBE AND YOKOHAMA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queens Building, Hongkong, 17th December, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. R. E. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unparalleled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fares—Single (January).....

Meals.....

The Company's Wharf is situated in front of the N. Y. W. S. Market, opposite the old Harbour Office.

YUEN ON & CO., LD.,

SHIU ON & CO., LD.,

Telephone 241 (Yuen On), 242 (Shiu On).

HONGKONG AVERAGE MARKET PRICES.

Corrected 24th December, 1908. 100 cts. per 5 Mts.

BUTCHER MEAT.

	Cents.
Beef, whole & prime cut—Mal Lung Pa B	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	18
" Soup, Tong Yuk	18
" Steak—Ngau Yuk Pa	18
" " Shiu—Ngau Lau	18
" Sausages—Ngau Yuk Chuan	18
Salloids Brains— " Know	18
" Tongue fresh—Ngau Li	18
" Corned—Ham Ngau Li	18
" Head—Ngau Tau	18
" Heart—Ngau Sum	18
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Kook	18
" Kidneys—Ngau Yiu	18
" Tail—Ngau Mei	18
" Liver—Ngau Con	18
" Tripe (undressed)—Ngau To	18
Calves' Head and Feet—Ngau-chai	18
" " " " " "	18
Mutton Chop—Yeung Pui Kwai	18
" Leg—Yeung Pui	18
" Shoulder—Yeung Shau	18
Pigs' Chittlings—Chi chong	18
" Brains—Chi Kook	18
" Feet—Chi Kook	18
" Fry—Chi Chai	18
" Head—Chi Tau	18
" Heart—Chi Sum	18
" Kidneys—Chi Yiu	18
" Liver—Chi Kon	18
" Pork, Chop—Chi Pui Kwai	18
" Corned—Ham Chu Yuk	18
" Leg—Chu Pui	18
" Fat or Lard—Chu Yau	18
Sheep's Head and Feet—Yeung Tau	18
" Kook	18
" Heart—Yeung Sum	18
" Kidneys—Yeung Yiu	18
" Liver—Yeung Con	18
Sucking Pigs, To Order—Chu Chai	18
Suet Beef—Sung Ngau Yau	18
" Mutton—Sung Yeung Yau	18
" Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	18

POULTRY.

Chicken—Kai Chai	18
Capon, Large, Small—Shu Kai	18
Ducks—Ap	18
Doves—Pan Kau	18
Eggs, Hen—Kai Tau	18
Fowls, Canton—Kai	18
" Hainan—Hoi Nam Kai	18
Geese—Ngo	18
Geese, Wild Shanghai—Sheng Hoi Ye	18
" Ngo	18
Musk Deer—Wong Kang	18
Hare—To Chai	18
Partridge—Chi Khoo	18
Pheasant—Shan Kai	18
Pigeons, Canton—Kai Kip	18
" Hoihow—Hoihow Kai Kip	18
Quail—Um Chuen	18
Rice Birds—Wo Fa Cheuk	18
Salpae—Sa Chai	18
Turkeys, Cock—Fo Kai Kung	18
" Hen	18
Wild Ducks, Shanghai, Sui-ap	18
Teal, Shanghai, Sui Ap Chai	18
Wild Ducks Capton—Sung Shing, Sui Ap	18

FISH.

Barbel—Ka Yu	18
Bream—Bin Yu	18
Canton Fresh Water Fish—Hoi Bin Yu	18
Carp—Li Yu	18
Catfish—Chai Yu	18
Crabs—Mau Yu	18
Crabs—Hoi	18
Cuttle Fish—Mau Yu	18
Dab—Sa Mang Yu	18
Dace—Wong Mei Lun	18
Dog Fish—Ti Yu	18
Kale, Conger—Hoi Man Yu	18
" Fresh water—Tam Kai Yu	18
" Yellow—Wong Shiu	18
Frog—Tien Kai	18
Grouper—Sui Yu	18
Gudgeon—Pak Kip Yu	18
Herring—Tao Pak	18
Halibut—Cheung Kwan Yu	18
Lahous—Wong Fa Yu	18
Loach—Wu Yu	18
Lobster—Lung Ha	18
Macaroni—Chi Yu	18
Maak Fish—Mau Yu	18
Mullet—Chai Yu	18
Oysters—Sung Hoi	18
Panorchi—Kai Kung Yu	18
Pearl—Tao Loo	18
Pike—Ya, Pav Poong	18
Plaice—Pai Yu	18
Pomfrit, Black—Hak Cheung	18
Pomfrit, White—Tik Cheung	18
Prawns—Ming Ha	18
Ray—Yai Pa Ba	18
Rock Fish—Sak Kai Kung	18
Roach—Chun Yu	18
Salmon, (Fresh), Fresh water—Ma Yu	18

